

AMENDMENTS TO THE SPECIFICATION

Please cancel the previously filed abstract of the disclosure and enter the new abstract of the disclosure submitted herewith in its place.

Please replace the paragraph [0013] in the published version of the above-captioned application with the following rewritten paragraph [0013]:

-- [0013] A mobile or outer track 40 is fixedly secured to the seat and slidably coupled to the inner track 20. The outer track 40 includes generally upright sides 42, 44 each extending between a first end 46, 48 and a distal second end 50, 52. A base 54 extends laterally between the first ends 46, 48 of the sides 42, 44 of the outer track 40 to define a U-shaped cross section. Concavities 56, 58 are formed in the base 54 of the outer track 40 corresponding to the flat bearing surfaces 37, 38 of the inner track 20. Each concavity 56, 58 protrudes toward the inner track 20 to define an arcuate bearing surface 57, 59 opposing the corresponding flat bearing surfaces 37, 38. Each arcuate bearing surface 57, 59 extends longitudinally with respect to the outer track 40 between spaced apart tabs 67, 68. Each second end 50, 52 of the upright sides 42, 44 of the outer track 40 includes a hook 60, 62 engaged ~~[[With]]~~ with the flanges 34, 36 of the inner track 20 to prevent vertical separation of the outer track 40 from the inner track 20. A plurality of spacers 64 extends over each of the hooks 60, 62 between the inner 20 and outer 40 tracks to reduce rattle between the inner 20 and outer 40 tracks. --

Please replace the paragraph [0016] in the published version of the above-captioned application with the following rewritten paragraph [0016]:

-- [0016] A bearing guide 88, 90 extends between each outer edge 31 of the inner track 20 and each concavity 56, 58 of the outer track 40. Each bearing guide 88, 90 includes spaced apart sides 92, 94 and a cross member 96 extending laterally between the sides 92, 94 to define a generally H-shaped cross section. Each of the plurality of bearings 80 are rotatably coupled to the sides 92, 94 of the respective bearing guide 88, 90 by a generally cylindrical protrusion 87 extending laterally therefrom. Referring to Figure 2, each of the respective bearing guides 88, 90 include a plurality of openings 97 for allowing the plurality of bearings 80 to contact the inner

track 20. The sides 92, 94 include a plurality of recesses 98, 99 located generally above the openings 97 for rotatably engaging the protrusions 87 of the plurality of bearings 80, thereby maintaining the position of the plurality of bearings 80 within the openings 97. Each of the sides 92, 94 includes opposite bent ends 100 and 102 adapted to engage the outer edge 31 and the concavities 56, 58 to laterally retain the plurality of bearings 80 between the flat 37, 38 and arcuate 57, 59 bearing surfaces. --

Please replace the paragraph [0017] in the published version of the above-captioned application with the following rewritten paragraph [0017]:

-- [0017] In use, the latch plate 74 is moved to the unlocked condition to allow sliding movement of the outer track 40 relative to the inner track 20, and in turn, the seat 12 relative to the floor of the vehicle among the plurality of seating positions. The plurality of bearings 80 roll between the flat 37, 38 and arcuate 57, 59 bearing surfaces to reduce friction between the outer 40 and inner 20 tracks. At the same time, the point of contact between the arcuate bearing surface 57, 59 and the plurality of bearings 80 allows the outer track 40 to roll laterally about the point of contact when the outer track 40 is torsionally loaded or moved with respect to the inner track 20 due to forces associated with, for example, the shifting weight of the occupant or the seat 12 during lateral accelerations of the vehicle or during installation of the lower track 20 to the floor of the vehicle when the dimensions of the floor fall outside anticipated design tolerances. Additionally, the lateral line of contact between the plurality of bearings 80 and the flat bearing surface 37, 38 laterally stabilizes the plurality of bearings 80 with respect to the flat bearing surface 37, 38. When the seat 12 is adjusted to the desired one of the plurality of seating positions, the latch plate 74 is allowed to return to the locked condition under the bias of the spring 76. --

Please replace the paragraph [0019] in the published version of the above-captioned application with the following rewritten paragraph [0019]:

-- [0019] Many ~~modification~~ modifications and variations of the present invention are possible in light of the above teachings. It is, therefore, to be understood that within the scope of the appended claims, the invention may be practiced other than as specifically described. --

Appl'n No: 10/501,938
Amdt dated December 28, 2007
Reply to Office action of September 28, 2007

Attachment: Abstract